

**METHOD AND SYSTEMS FOR SPACE RESERVATION ON
PARKING LOTS WITH MECHANISMS FOR SPACE
AUCTIONING, OVER-BOOKING, RESERVATION PERIOD
EXTENSIONS, AND INCENTIVES**

BACKGROUND OF THE INVENTION

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1. Technical Field:

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The present invention is related to computer-related systems, methods and programs, and in particular, to a computer-controlled parking system. Still more particularly, the present invention relates to an Internet-based, computer-implemented parking reservation system.

2. Description of the Related Art:

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Internet-based, computer-implemented business methods are becoming increasingly popular in today's global business environment. One primary focus of these methods is the reduction of time required for the users/customers to complete these mundane tasks. Often, these methods target mundane tasks that were traditionally completed in a time consuming manner, but which lend themselves to a more efficient manner of operation with a standard computer system. One such mundane task, which has yet to be fully automated because of difficulties in implementation, is that of reserving parking spaces at high turn-over parking locations such as at airport terminals.

Parking in airport terminal parking facilities is a very inconvenient and timely procedure for busy travelers. Unlike a downtown business parking lot where a patron is able to contract for a parking space based on a set pattern of daily use, air travelers often do not know until a few weeks prior to their travel date that they are going to park their vehicles at the airport parking lot. Also, the air traveler rarely needs a parking space for longer than a few days at a time.

Often, because of time constraints, air travelers generally do not wish to spend a large amount of time looking for a spot in a parking lot. Presently, parking facilities typically provide open parking. In these open parking facilities, after the traveler enters the parking facility, the traveler expends significant amounts of effort and time searching for an available space from among the hundreds of possible spaces, many of which may be already occupied.

Another drawback in current parking systems is that the parking facility at airports typically get full very quickly during peak travel periods such as over the Thanksgiving and Christmas holidays. Thus, during these times the traveler may be unable to find an available space when he arrives at the airport.

Airport parking facilities are generally far away from the terminal buildings. Because of the remoteness of the location, the air traveler usually has to wait for and take a shuttle to get to the terminal. The air traveler thus has to off-load his/her bags, wait for the shuttle, load the bags onto the shuttle, then off-load

the bags again at the terminal. The entire process can be rather time consuming and occasionally causes frustration in the air traveler.

5 In today's business environment, where travelers are generally business personnel who do not wish to spend a lot of time doing mundane tasks such as finding spaces for their vehicles upon arrival at the airport, parking their vehicles, etc., there is a need for a more efficient method of parking at high turn-over parking facilities. Some methods have been proposed to automate the parking process and make parking a more efficient process. Among these methods are: U.S. Patent No. 10 5,877,704, Parking Site Reservation Control System; U.S. Patent No. 5,091,727, Fully Optimized Automatic Parking Facility Management System; and U.S. Patent No. 15 5,940,481, Parking Management System.

Each of these methods utilizes a computer-implemented reservation or control of the parking facility. However, each method has specific limitations, which makes the method unattractive to travelers who 20 desired a more dependable and efficient solution. For example, U.S. Patent No. 5,091,727 provides an automated parking facility management system whereby, only after the vehicle arrives at the entrance of the parking lot is the driver provided with a printout of any available 25 space.

The above method proves problematic for air travelers because the air traveler does not wish to travel significant distances from home to the airport only to find out when he arrives at the airport that the 30

parking facilities are all full. The inherent problems associated with learning of the non-availability of a parking space at that time are obvious. The air traveler may be forced to make alternative arrangements for parking, and in high travel periods, alternative parking may not be available at the airport. Locating additional parking even during a regular travel period may prove very difficult and time consuming.

At worst-case, the traveler may have to drive his vehicle back to his home and take a taxi or shuttle back to the airport and hope he has enough time left to make his flight. Because of these parking uncertainties, most travelers simply have someone give them a ride to the airport or take a taxi or shuttle to the airport.

Business travelers would prefer not to waste time waiting on a shuttle or taxi cab. Also, the cost of the shuttle or taxi cab can become rather expensive for regular travelers who do not have the extra money required to pay the high fees associated with both services, particularly when the airport is a significant distance away from the travelers origination point.

The present invention recognizes the need for a more efficient parking reservation system than provided by the above methods. The present invention also recognizes the need for a computer-implemented, automated system that also provides human services when necessary to enable the traveler to further eliminate time spent parking his vehicle at the airport terminal. These and other benefits are provided by the present invention.

SUMMARY OF THE INVENTION

Disclosed is a computer-driven reservation system for reserving spaces in a parking facility at an airport terminal. The reservation system comprises a central server, a database of locations and associated plurality of spaces, which may be reserved for customer use, and one or more customer terminals on which is displayed a graphical user interface (GUI) for receiving a customer's reservation request and enabling other customer interactions. The central server, database and customer terminals are interlinked via a wide-area network such as the Internet.

The central server includes a reservation utility that determines whether a space is available. Reservation utility provides a reservation GUI and a printable reservation coupon with reservation information when a space is reserved. Central server also provides various other utilities to enable reservation of a parking space from a remote customer terminal prior to the date on which the parking space is required.

In one embodiment, the central server comprises an auction utility that monitors the number of spaces available in a particular location and in response to the number falling below a predetermined number, implements an on-line auction procedure for all of the remaining number of spaces. Each remaining space is then allocated to a highest bidder.

The central server also includes a billing or payment authorization utility. The billing utility allows the customer to be billed for the reservation requests via a credit card or other electronic method. In a preferred embodiment, billing of the customer is handled by an external billing center of a credit card company or other financial institution.

During placing of the reservation request, the customer enters customer information including name, address, etc., as well as billing information such as a credit card number and an expiration date. The customer also enters reservation request information including date and time of departure and date and time of arrival. With the entered information, the central server generates a customer reservation coupon on which a bar code is provided for display by the customer when entering the parking location. When the customer is ready to utilize the reservation, the customer displays the reservation coupon on the windshield or other visible area of his vehicle while driving into the parking facility. A scanner located at the entrance of the parking facility reads the bar code and registers the entry of the vehicle with the central server, which updates the database. When the vehicle leaves the parking lot, the bar code is again scanned and forwarded to the central server. The central server updates the database when reservations are made and canceled and as vehicles enter and exit the locations. Thus, the available spaces in the lot are constantly monitored and updated within the database.

In another embodiment of the invention, an extension of time utility or mechanism is implemented whereby the customer may access the central server via a customer terminal or call-in number with automated selections and request that a reservation which was previously made be changed (i.e., extended).

In the preferred embodiment, connection by the customer terminal to the central server is completed via a Universal Resource Locator (URL) of the central server's web site and the customer accesses the central server via the Internet.

In yet another embodiment, the central server includes a travel period monitoring utility which determines when peak period of travel occurs. During peak periods, the cost of available spaces are increased because of the increased demands. One related embodiment of the invention provides incentives for over-booking of spaces during peak periods. Another related embodiment implements the auction utility during peak periods.

The above as well as additional objects, features, and advantages of the present invention will become apparent in the following detailed written description.

BRIEF DESCRIPTION OF THE DRAWINGS

The novel features believed characteristics of the invention are set forth in the appended claims. The present invention itself, however, as well as a preferred mode of use, further objectives, and advantages thereof, will best be understood by reference to the following detailed description of a preferred embodiment when read in conjunction with the accompanying drawings, wherein:

Figure 1 illustrates a space reservation system or network with a central server (or central management system) according to a preferred embodiment of the invention;

Figure 2 provides a schematic of a parking lot with various spaces and entry/exit scanners utilized in a preferred embodiment of the invention;

Figures 3A and **3B** provide representations of information included within a sample database of parking reservation system according to one embodiment of the invention;

Figure 4A illustrates a reservation Graphical User Interface (GUI) with which a customer's reservation request is entered in accordance with a preferred embodiment of the invention;

Figure 4B illustrates a confirmation GUI in accordance with one embodiment of the invention;

Figure 4C and **4D** illustrate a help GUI and an options GUI utilized in accordance with one embodiment of the invention;

Figure 4E illustrates an auction utility GUI in accordance with a preferred embodiment of the invention;

Figures 5A and **5B** illustrate a computer reservation coupon including a bar code and sample bar code information, respectively, in accordance with the preferred embodiment of the invention;

Figure 6 provides a flowchart of logic for reserving and billing of a parking spot in accordance with a preferred embodiment of the invention; and

Figure 7 provides a flowchart of the implementation logic of a parking facility monitoring system in accordance with a preferred embodiment of the invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

With reference now with the figures, and in particular with reference with **Figure 1**, there is illustrated a reservation system according to one embodiment of the invention. Reservation system **100** includes a central server **101** which may comprise a plurality of servers **103a-103c** and a shared database **105**. Reservation system **100** also includes customer terminal **109** to which is connected printer **110** and may also include other customer access devices such as personal digital assistant (PDA) **111** and cellular telephone **113**. Customer terminal **109**, PDA **111**, and cellular telephone **113** connect to central server **101** via a wide area network such as the Internet **107**. Connection to the Internet **107** may be via a wired connection or via wireless connection as is illustrated for PDA **111** and cellular telephone **113**.

Included within each server **103a-103c** are several functional components including customer reservation utility **117**, auctioning utility **119**, database management utility **121**, and billing/payment utility **123**. In one embodiment, servers **103a-103c** also include a season adjusting utility **124** that dynamically increases an amount of payment for reserved spaces during a high reservation period as will be described below.

Servers **103a-103c** are accessed via a Universal Resource Locator (URL) **104** and have an associated web site, for example, the website "parkingreservation.com." During implementation of the invention, a customer

interacts with central server **101** via a graphical user interface (GUI), which is displayed on the customer terminal **109** linked to the web site identified by the URL **104** of the central server **101**. The customer enters a reservation request for a particular parking facility. The central server **101** receives the request, accesses the database **105** to determine if there are available spaces, reserves a space if available, and provides the customer with an output indicating whether a space has been reserved.

Reservation system **100** also provides a payment authorization mechanism **115**, which may not be a part of the reservation system **100**, but is interlinked to central server **101** to allow billing and/or payment for reservations made during implementation of the invention. Payment authorization mechanism **115** may be provided by a credit card company or other financial institution that authorizes electronic payments.

Reservation system **100** may provide access to a wide geographical area including multiple facilities (or location), which may be delineated by geographic or other identifying information. Thus, servers **103a-103c**, though interconnected, may be geographically remote from each other. Also, although illustrated with a plurality of servers **103a-103c**, reservation system **100** may comprise a single server. Utilization of a plurality of servers **103a-103c**, which are geographically dispersed enables easier distribution of on-line traffic and reduces congestion on the connecting lines to a particular

server. Central server **101** is preferably a data processing system.

The preferred embodiment is described with specific reference to a parking facility and in particular to a parking facility at an airport. The described embodiment further assumes the customers to be airline passengers who desired to park their vehicles at the parking facility. Specific references to a parking facility and/or airports and air travelers are not intended to be limiting on the invention.

Figures 3A and **3B** illustrate information included in a sample database **105**, which provides a calendar day profile of space use and availability for three locations. During one implementation, the regular pre-booking period for reservations is 60 days, and thus database **105** may include information for up to 60 days of reservation information. A customer who wishes to reserve a space beyond a 60-day time frame, i.e., more than 60 days prior to the desired reservation date, may be charged a one-time extra fee for the earlier-placed reservation. Database **105** is updated by central server **101** on a continuous basis to track the availability of spaces at each location.

Reservation of a parking space may be completed within a certain time frame prior to the actual departure date of the customer. Thus, in one embodiment, a customer may enter a request 60 days prior to the departure date and as little as 6 hours prior to the departure time.

As illustrated in **Figure 3A**, a high level view of database **105** provides information related to the number of spaces in a particular location. A coupon code count **311** is also maintained in database **105** and utilized to track reservations as will be discussed later. Three locations, location A **301**, location B **303**, and location C **305** are illustrated. Space allocation and reservation in location A **301** in particular are discussed herein. Twelve (12) possible spaces are illustrated in availability grid **309** for location A **301**. Of the 12 spaces, several, i.e., 1, 2, 4, 7, and 10 are unavailable on the requested date (December 20, 2000). The other spaces at location A **301** have various levels of availability depending on previous reservations and the requested period for the present reservation. For example, as further illustrated in **Figure 3B**, space **5** is completely available for new reservations, whereas space **11** is only available after 3:30 p.m. on December 20, 2000, and space **8** is only available from 11:00 a.m. Space **12** appears to be open on December 20, 2000 but is already reserved for the following day. Therefore, a reservation request for longer than 1 day cannot be made in space **12**.

Referring now to **Figure 4A**, there is illustrated a customer reservation GUI **400** in which a customer enters a reservation request. Customer reservation GUI **400** is illustrated within a web browser **402** and is accessed via URL **401** entered by the customer in the search or URL area of web browser **402**. Customer reservation GUI **400**

includes three major sections. Personal information section **405** allows a customer to enter his name, address, and other personal information. Billing information section **409** allows the customer to enter billing information such as a credit card number and expiration date or other form of billing. Reservation period section **407** allows the customer to select dates and times to begin and end the reservation, respectively.

In one embodiment, an account number, which is previously assigned, may be entered by the customer. Account numbers are available when a customer signs up with the central server **101** during an initial transaction. Entry of the account number identifies the particular customer and allows the customer to by-pass the personal information section **405** and billing information section **409**. Customers who make frequent reservations save time by signing up for an account number. In one embodiment, customers with account numbers are provided with rebates or special pricing.

In one embodiment, the reservation information includes the departure date and time and the arrival date and time of an airline flight and the server extrapolates to provide an actual reservation start and end time. The entered reservation information may also include flight information such as the flight number and carrier.

Also included in customer reservation GUI **400** is help button **403** that opens help GUI **451** of **Figure 4D**, which provides a customer with additional information

about the various sections and/or options of the customer reservation GUI **400**.

Customer reservation GUI **400** also includes option button **408**, which allows the user to select additional options from within options GUI **461** of **Figure 4C**. The options provided include longer parking periods, shorter parking periods, specific time and date selections, specific lots and valet services. Several of these options are explained below. When the customer has completed his selection of options, the customer may either apply the options to his reservation via the update button **463**, or exit without applying the options by depressing close window item **465**.

Returning to **Figure 4A**, once the customer has completed the interactions with customer reservation GUI **400**, and confirm button **411** is selected, confirmation GUI **420** of **Figure 4B** opens on customer terminal **109**. Confirmation GUI **420** includes confirmation information such as the arrival and departure information, the actual time prior to arrival when the customer may enter into the facility and a time following his arrival when his vehicle is expected to be removed from the facility before additional charges are incurred.

Confirmation GUI **420** also provides the customer with boilerplate policy statements **423** regarding cancellations, changes, etc. Also provided is relevant information about pricing, billing, and billing methods and information for changing the reservation. If all of

the information is correct, the customer may select confirm button **425**.

Figure 4E illustrates another embodiment of the invention in which reservation is completed via an auctioning method. Whenever the customer places a reservation request via customer reservation GUI **400**, central server **101** evaluates the availability of spaces at the particular location selected for the time period selected. When the location is above a certain threshold, i.e., when more than a predetermined percentage of the available spaces are full, central server **101** activates an auctioning utility **119** that provides a link via auction URL **431**, which displays auction GUI **430** on the customer terminal **109**. Auction GUI **430** provides information to the customer about the number of available spaces and the bid price needed to win one of the available spaces and a bid location **433** in which the customer may enter a bid amount. After entering a bid amount, the customer may select place bid button **435** to submit his bid. Alternatively, the customer may decide not to bid and return to the reservation page by selecting return button **437**.

Auctioning utility **119** also provides email notification by which a customer is notified whenever he has been out-bided by other customers (i.e., the customer bid is no longer one of the high bids taking into consideration the actual number of spaces available). The customer may then choose to re-open the auction GUI **431** and place another bid for a space reservation.

In a preferred embodiment, the bidding process for the spaces is closed 24 hours prior to the date on which the space is requested. That way, a customer knows within 24 hours prior to his departure whether or not he actually has a reserved space at the parking facility.

Figure 5A illustrates a reservation coupon produced by the reservation process described above. Reservation coupon **501** is preferably printed on printer **110** connected to customer terminal **109**. Alternatively, reservation coupon **501** may be mailed to the customer from central server **101**. For example, a customer making his reservation with a cellular phone **113** may request the coupon be mailed to him.

Reservation coupon **501** preferably includes bar code **503** and coupon count **504**, which uniquely identifies reservation coupon **501** and allows the parking facility to monitor the coming and going of the vehicle in which coupon **501** is placed. Coupon **501** may also include additional information such as disclaimers, comments regarding overstaying in the lot, and telephone number or web sites to contact reservation personnel in the event of cancellation or changes (e.g., extension of the reservation period) once the reservation has been completed.

Figure 5B illustrates sample information which may be included or encoded in bar code **503**. A block of information **513** is provided that may include the location information, the actual space at that location, the departure date, the departure time, and arrival date and

arrival time. Bar code **513** may also include other information such as coupon count **504** to uniquely identify the reservation coupon **501**.

Referring now to **Figure 2**, there is illustrated a representative parking facility according to one embodiment of the invention. Parking facility **201** includes two separated parking areas, parking area A **203** and parking area B **205**. Parking area A **203** is an open parking area, i.e., vehicles entering this area can park in any available spot. Parking area B **205** is a reserved parking area, and vehicles may only park in a particular space that has been reserved by the customer. Both parking area A **203** and parking area B **205** have an "in" gate and an "out" gate. The in gates **207a** and **207b** and out gates **208a** and **208b** are equipped with scanners **211a**, **211b** and **212a**, **212b**, respectively, by which the bar code on the reservation coupon **501** may be read as the vehicle enters and exits the parking facility **201**.

As illustrated in the insert **215**, a coupon **501** is placed in a visible location on the windshield of a vehicle **217** entering parking area B **205**. Scanners **211a**, **211b** and **212a**, **212b** are connected to central server **101** and provide a monitoring function by which database **105** is updated by servers **103a-103c**. Use of scanners **211a**, **211b** and **212a**, **212b** allows for a fully automated implementation of the present invention as will be described below.

Figure 6 provides a flowchart of the process of reserving a parking space in accordance with the present invention. The process begins at block **601** and then proceeds to block **603**, where a customer opens the parkingreservation.com web site and enters a reservation request. A determination is made at block **605** whether a space is available at the particular location. If no space is available, then a message is sent to the customer indicating the unavailability of spaces at block **609**, and then the process ends at block **617**.

If there is a space available, a check is made at block **607** whether the number of spaces remaining is below a particular number, i.e., whether the facility is above a predetermined number (or percentage) full. If the number of available spaces is greater than the predetermined number that triggers an auction utility, a space is reserved at block **613** with the customer's selected options. An electronic bill is submitted to the payment authorization system **115** for payment at block **615**. Then, the process ends at block **617**.

Returning now to block **607**, if the facility is greater than the predetermined percentage full, then an auctioning utility **119** is activated at block **611**. The predetermined percentage may range from 0 to 100 percent, i.e., all auction or no auction. The customer is prompted for a bid at block **619**. The central server **101** monitors the bids received at block **621** and keeps the highest bid for each space. A determination is later made at block **623** whether a customer has been outbid for all the available spaces.

If the customer has not been outbidded, then the customer is contacted 24 hours prior to the start date/time of the reservation at block **625** and provided with a reservation coupon with which he may enter the parking facility at the airport.

If, however, the customer has been outbidded, then the customer is contacted by email at block **627**. The customer may then exercise the options of rebidding or finding an alternate means of parking or making other transportation arrangements to the airport.

A determination is made at block **629** whether the customer wishes to rebid. If the customer wishes to rebid, the process returns to block **619** where the new customer bid is accepted. If the customer decides not to rebid, the customer is provided with a concession at block **631** such as a discount for his next reservation, a monetary rebate, or some sort of gift.

In one embodiment, a contingency for over-booking is provided. Because of cancellations or changes after a reservation has been registered, the central server **101** is provided with an emergency contingency for an overbooked facility. As illustrated in **Figure 3**, location A **301** of database **105** actually includes a numbered space **13**, which is not assigned during normal reservation. A customer usually will not know of the overbooking until he arrives at the parking location and finds another vehicle in the reserved space or no open space in an open-parking reserved lot. Thus, by providing an extra space that is allocated only during

overbooking, the customer is not forced to leave the facility and seek alternative parking.

When overbooking cannot be fully alleviated by providing additional spaces, other measures are implemented including providing a valet parking for the customer's vehicle, directing the customer to alternate parking facilities, etc. Additionally, the customer may be provided with other incentives, such as a complimentary parking for the next reservation made or a cash-back allowance, etc. Such policies would be mentioned in the contract boilerplate that is displayed to the client before he presses the "confirm" button **411**.

Figure 7 illustrates the monitoring process at the parking facility and associated updating of database **105** update. The process begins at block **701** and then proceeds to block **703** where the parking reservation request is received. The reservation information is logged into the database **105** at block **705** and a confirmation is sent to the customer at block **707**.

Scanners are set up to detect when a vehicle comes into the parking facility at block **709**. The unique customer barcode is detected and a determination is made at block **711** whether the barcode is a valid code (i.e., not an expired/outdated barcode).

If the barcode is not a valid code, the vehicle is denied entrance for reservation-only parking facilities, and the scanners continue to detect for valid barcodes. In one embodiment, entry to the parking facility is

available to cash paying customers in addition to the reserved customers. The server **101** also tracks the number of cars without barcodes and utilizes the total number in allocating spaces. A parking facility would thus be closed to non-reserved vehicles when reserved vehicles are expected to fill the available spots.

Returning to block **711**, if a valid code is detected, the central server **101** updates the database **105** at block **715** with the information regarding the unavailability of the particular space allocated to the customer. Afterwards, a determination is made at block **717** whether a change is made to the reservation after the vehicle has entered the parking facility. If a request for change is received, the central server **101** updates the database **105** at block **715**, and the customer is charged for the change, accordingly.

The scanners at the exit monitor for the detection of the barcode at block **719**. Thus, when the vehicle exits the parking lot, the barcode is detected by scanner **212a** or **212b**. A determination is made at block **721** whether the vehicle stayed beyond the reservation period, i.e., the barcode has expired. If the barcode has expired, a penalty is applied and the customer is billed the additional fee at block **713**. The penalty may be an incremental penalty based on the number of days which the user has stayed beyond the reservation period.

Once the vehicle has left the parking lot, the reservation is removed from the system at block **723**, and the particular space is then placed in the pool of

available spaces that may be reserved by another user. The process then ends at block **725**. In one embodiment, a reservation is purged from the system if the customer does not enter the parking facility by a predetermined time after the start of the reserved period. Also, information concerning the expiration of the barcode and applied penalty is emailed to the customer to prevent later surprise when the credit card bill is received by the customer.

One embodiment utilizes a valet service and other measures requiring reservation personnel in order to provide better service to the customer. A customer who selects the valet option in option GUI **461** is provided with a valet at the airport terminal who takes the vehicle from the customer and moves the vehicle to the parking facility reserved by that customer. Providing a valet service allows the customer the luxury of disembarking from his vehicle in front of the terminal. The customer thus does not have to be as concerned with the remoteness of the terminal or handling his bags, etc., because he is already at the terminal. When the customer returns from his trip, the valet service also provides the vehicle outside the airport terminal for the customer to pick up. Use of the valet service requires careful monitoring of changes in flight times (i.e., arrival and departure times). Delays in flight arrival and subsequent delay in the arriving customer are taken into account when determining when to provide the vehicle to the customer on his return. In one embodiment, the customer is able to call the valet service from a customer phone located within the terminal.

Monitoring of the vehicles within the facility may be completed by an attendant. The attendant is provided with a hand-held scanner and scans particular barcodes which appear to have expired. A color-coding scheme for reservation coupons may assist the attendant in identifying which coupons should be scanned. An even more accurate monitoring of the available spaces for a particular location may thus be implemented. Implementation of the automated embodiment is preferred.

The present invention lends itself to being linked to related reservation systems such as an on-line airline reservation system. Within the airline reservation system, parking reservation may be provided as an option to the airline traveler. Selecting the parking option links the airline reservation system to the central server **101** which opens up customer reservation GUI **400** for receipt of the airline traveler's parking reservation request. Once the parking reservation is completed and the coupon provided to the customer, the customer is returned to the airline reservation page from which the parking option was selected. Separate billing of customer accounts may be provided; however, with an integrated, full service airline travel reservation site, a single billing may be provided that includes the charges for both the airline reservation and the parking reservation.

It is important to note that while the present invention has been described in the context of a fully functional data processing system, those skilled in the art will appreciate that certain elements of the method of the present invention are capable of being distributed

in the form of a computer readable medium of instructions in a variety of forms, and that the present invention applies equally, regardless of the particular type of signal bearing media utilized to actually carry out the distribution. Examples of computer readable media include: nonvolatile, hard-coded type media such as Read Only Memories (ROMs) or Erasable, Electrically Programmable Read Only Memories (EEPROMs), recordable type media such as floppy disks, hard disk drives and CD-ROMs, and transmission type media such as digital and analog communication links.

While the invention has been particularly shown and described with reference to a preferred embodiment, it will be understood by those skilled in the art that various changes in form and detail may be made therein without departing from the spirit and scope of the invention. For example, the preferred embodiments are described with reference to reserving parking spaces in parking facility utilized by air travelers at an airport. However, the invention is fully applicable to other types of reservation systems for other types of facilities and customers. Also, although the invention is described with specific reference to a reserved-space parking facility, the invention is also fully applicable to an open-space parking facility where the customer is not assigned to a particular space, but merely is provided access to any available space in the parking facility.